

Section 8 Asset Class – Real Property:

The Real Property asset class encompasses real estate owned by SDOT and includes:

- ✓ Parcels
- ✓ Buildings
- ✓ Excess/Unopened ROW in public use

As these assets do not directly affect the delivery of transportation services to the public, only a limited amount of information was pursued for this report update.

All real property assets are managed in cooperation with the Fleets and Facilities Department (FFD) by the Property & Environmental Services group in the Capital Projects and Roadway Structures Division.

Buildings:

Buildings are usually acquired indirectly through the ROW acquisition process. When acquiring parcels for street and multi-purpose ROW usage, a parcel may already have a building on it, and the building is purchased as part of the transaction.

SDOT owns thirteen (13) buildings although several recent acquisitions will be demolished in connection with the Mercer Corridor Improvement project and that number will be reduced.

SDOT-owned buildings are maintained by FFD, and the inventory is recorded in the Real Property Asset Management System (RPAMIS) operated by FFD.

Parcels:

A parcel is physical land that is owned by SDOT. Some parcels are remnants of former railroad ROW purchased for the Burke Gilman Trail. Other parcels are large pieces or remnants that were purchased for various reasons, such as to widen streets and sidewalks, and for constructing bicycle and pedestrian trails.

Some of these parcels are integral to the operation of SDOT:

- ✓ Materials Storage and Transfer Yard at Sixth Ave N and Harrison St
- ✓ West Seattle Maintenance Facility at 8th Ave SW and SW Barton St

The number of parcels owned by SDOT by category is:

Category of Parcel	Number
Former Railroad ROW	18
Other Real Estate (Remnants)	113
Excess/Unopened ROW in Public Use	TBD

SDOT-owned parcels are maintained by FFD, and the inventory is recorded in RPAMIS.

Asset Class – Regulated Assets:

The Regulated Assets asset class encompasses those assets/improvements that exist in the street ROW that are not owned by SDOT, but over which SDOT has a jurisdictional interest. SDOT has an ownership interest in the ROW itself, but in many cases does not make the improvements that exist in the ROW, for example, trees or other landscaping. The assets that comprise this asset class were not studied to any degree for this report update, and a partial list of the assets within this asset class includes:

- ✓ Areaways
- ✓ Landscaped areas, not owned by SDOT
- ✓ Shoreline Street Ends
- ✓ Trees, not owned by SDOT
- ✓ Unimproved Filler
- ✓ Unopened ROW

For this report update, the only asset for which asset information was solicited is the shoreline street end.

Shoreline Street Ends:

A shoreline street end is a platted street end of the ROW that runs into the water and provides access or views to Lake Washington, Lake Union, the Duwamish River, or Elliott Bay.

A Shoreline Street End Program has been established, and, by Director's Rule 00-1, the Program is guided by an overall policy that the highest and best use of the street ends is public access. The Program is currently funded by shoreline-street-end permit fees of approximately \$100,000 annually, and all fees cover the cost of the Program.



Shoreline Street End

A consultant is working on a master plan for the Shoreline Street Ends Program that is estimated to be complete during 2010.

Shoreline Street Ends are administered by the Street Use group in the Street Use and Urban Forestry Division.

In the fall of 2006, a site inventory was conducted of all shoreline street ends captured in Ordinance 119673, the ordinance that established the Program, including documentation of existing encroachments and photographs of each site. The resulting map with photographs of each site is available on the City's Website at

http://www.seattle.gov/transportation/stuse_stends.htm.

There are 149 shoreline street ends enumerated in Ordinance 119763, Exhibit A. There are several shoreline street ends that were not included in the Ordinance that need to be added by an amended ordinance. In 2010, the Street Use group plans an updated inventory and will propose an ordinance amendment to include additional shoreline street ends and to remove those that have been vacated to adjacent property owners,

No further information about shoreline street ends was pursued for this report.